IN THE SPECIFICATION:

Please replace the paragraph bridging pages 14 and 15 (line 18, page 14 through line 3, page 15) with the following rewritten paragraph:

According to the second aspect of the invention, it is determined whether the catalyst is activated. When the catalyst is not activated, the remaining charge of the power storage unit or a value relating to the same is measured. When the power storage unit must be charged, the vehicle drives and the generator charges the power storage unit by the output from the internal combustion engine. This increases the load on the internal combustion engine. Therefore, the temperature of the exhaust gas sent from the internal combustion engine is increased, thereby warming the catalyst.

A1

IN THE CLAIMS:

Claims 1 - 3 have been amended so as to read as follows:

A2

1. (Amended) A catalyst warming control apparatus for a hybrid vehicle having an internal combustion engine, a generator for generating electric power from the output from the internal combustion engine, a power storage unit for storing electric power generated by the generator, and an electric motor driven by the electric power stored in the power storage unit, the hybrid vehicle being driven by at least one of the outputs from the internal combustion engine and the motor, the catalyst warming control apparatus comprising:

a temperature detector for detecting the temperature of a catalyst or a value relating to the same, wherein the value relating to the same includes the temperature of vehicle cooling water;

a first comparison circuit for comparing the detected result from the temperature detector with a preset reference value; and

a control circuit for allowing the generator to generate electric power and to store the power in the power storage unit when the internal combustion engine is driven, and when the detected result by the temperature detector is equal to or below the reference value according to the output from the comparison circuit.

3. (Amended) A catalyst warming control apparatus according to claim 1, further comprising:

a remaining charge detector for detecting a remaining charge of the power storage unit or a value relating to the same; and

a second comparison circuit for comparing the detected result from the remaining charge detector with a preset reference value relating to the remaining charge, wherein

the control circuit allows the generator to generate electric power, and drives the vehicle by the generated electric power and stores the electric power, when the detected result from the temperature detector is equal to or below the reference value according to the output from the first comparison circuit, and when the detected result from the remaining charge detector is above the reference value relating to the remaining charge according to the output from the second comparison circuit.